

SAFEGUARDS SAVE LIVES: REJECT LEGISLATION THAT PUTS OUR FAMILIES AT RISK.

We've worked hard to keep kids safe in and around cars.
**The RAA and REINS Act
put our progress at risk.**

AT KIDSANDCARS.ORG, WE KNOW SIMPLE SAFEGUARDS SAVE LIVES:

- An interior emergency trunk release standard prevents hundreds of deaths [*standard on all cars sold model year 2002 and newer*]. We have not been able to document even one death in a car trunk that has the glow-in-the-dark trunk release.
- The rear visibility safety standard will prevent tragedies when drivers back up and can't see children in the path of the vehicle [*signed into law Feb. 2008, finalized May 2018.*]
- Brake transmission shift interlock (BTSI) technology has been added to new vehicles, preventing children from knocking vehicles into gear.
- Commonsense improvement to power window switches helps prevent accidents where windows trap kids' necks—saving lives [*since 2010, rocker switches have been replaced by safer "pull up to close/push down to open" switches in all vehicles, which probably ended up being a cost savings to the auto industry due to standardization.*]
- A system to prevent hot car deaths by alerting a driver if a passenger remains in the back seat when a car is turned off [*HOT CARS Act pending in Congress.*]

LEGISLATION IN CONGRESS THREATENS SAFEGUARDS LIKE THESE AND PUTS OUR CHILDREN AT RISK

The Regulatory Accountability Act (HR 5/S 951) adds dozens of new requirements (aka red tape), preventing agencies from issuing and enforcing rules under existing laws. The RAA is described as reasonable "reform," but many burdensome new requirements would only add layers of red tape to the already long rulemaking process, prioritize cost to industry above public benefits, and bring enforcement of key safety protections to a halt.

The "REINS Act" (HR 26/S 21) would require all new major regulations to be approved by vote in both Houses of Congress. If either branch of Congress does not approve the rule within 70 days, the rule dies and cannot be voted on again in that session of Congress, effectively giving either House of Congress veto power to kill safety protections. This could give just one member of the Senate the ability to hold up a safety protection desired by the vast majority of the public.

WE NEED TO MOVE FASTER, NOT SLOWER, TO PROTECT OUR CHILDREN

The rear visibility standard will be finalized 10 years after President Bush signed the standard into law. It took 16 years for the government to require seat belts, and 21 years to require airbags.

These bills (RAA and REINS) will only cause further delay – and delays cost kids' lives. More red tape and more bureaucracy don't help our kids. Reject the RAA, the REINS Act and similar legislation that puts roadblocks in the way of safety.

KIDS AND CARS.ORG™

LOVE THEM, PROTECT THEM